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Gibson Sale & Purchase Market Report



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Tankers – Mixed Messages

The onset of the summer holiday season seems to be distracting Buyers and Sellers alike. We are waiting to hear news on some deals which are under negotiation and are expecting that new price levels will be reported. For example, the Korean controlled VLCC, **"C. CHAMPION"** (317,614 dwt/built 2003 Samsung, S. Korea), we hear, has seen offers in the mid-low US\$30m's; the last same aged VLCC was reported at being sold over US\$40m.

The sale of the suezmax **"EURODIGNITY"** (159,426 dwt/built 2004 DSME, S. Korea) has confused the market with a sale price of US\$38.6m, but we gather the vessel was sold towards the end of April and it would be worth somewhat less today. This week we hear the non-scrubber **"DONAT"** (149,995 dwt/built 2007 Split, Croatia) has gone for circa US\$40m which looks firm when considering the less attractive yard of build.

A week doesn't pass without an MR2 being sold as we hear the **"DONG-A TRITON"** (49,997 dwt/built 2015 Hyundai Mipo, S. Korea) has been committed on subjects at US\$38m. The price looks strong, but with few modern ships to choose from and strengthening newbuilding prices sellers can dig their heels in.

Dry Cargo – Dry Drop?

This week unfolded with the freight markets continuing to oscillate within a fixed low range, emblematic of the prevailing lacklustre conditions. Most major segments languish in a state of moribund, as prices continue to soften, inducing buyers to exercise caution amidst the volatile market landscape. However, amid this subdued environment, Newcastlemaxes and modern Ultramaxs emerged as sectors brimming with vitality and activity.



The Newcastlemax segment, usually not the most active regarding sale and purchase, experienced a flurry of activity, eliciting keen interest from industry mandarins. The sale of **"BENITAMOU"** (206,291 dwt/built 2008 Imabari Saijo, Japan) earlier this month for an impressive US\$22m, coupled with the recent sale of **"STAMATIS"** (203,266 dwt/built 2004 Universal Ariake, Japan) for US\$18m last week, captured widespread attention. Furthermore, we have received information that **"XYMG NOBLE"** (203,272 dwt/built 2004 Universal Ariake, Japan) is currently being circulated for sale. Should this transaction materialise, it would mark the third sale within the niche Newcastlemax segment within a single month.

Similarly, modern Ultramax vessels have been a hive of activity over the past couple of weeks, with prices holding relatively steady. Notable transactions include the sale of **"IKAN PULAS"** (63,520 dwt/built 2016 Shin Kasado, Japan) this week for a sum of US\$28.5m, as well as the recent sale of **"MONA MANX"** (63,700 dwt/built 2017 Tsuneishi Zhoushan, China) for region US\$28m. Furthermore, the sale of **"KK PROGRESSION"** (64,012 dwt/built 2018 Tsuneishi Cebu, Philippines) for region US\$28m and **"KAMBOS"** (63,696 dwt/built 2015 Cosco Zhoushan, China) for US\$24.5m last week accentuates the prevailing buoyancy in dealmaking within the market.

Perhaps the most noteworthy development of the week was the acquisition of a quintet of Capesize vessels from Chinese lessors by a Greek owner, serving as a testament to the burgeoning confidence of Greek shipowners in this particular sector. All in all, the overall sentiment within the dry segment can best be characterised as lacklustre, although punctuated briefly by the bright spots embodied by Newcastlemax and Ultramax vessels.

Recycling – Slow and Steady

This week has again witnessed lacklustre activity with very few reported sales; one being the Tween decker **"HUA DONG 27"** which has been sold to Bangladesh breakers for region US\$ 525 per LWT. Bangladesh yards are still paying top dollar and are likely to pick up the vast majority of tonnage that comes available. The demand dynamics for ships in Bangladesh are primarily driven by the policies espoused by its central bank, whereas for its financially stable neighbour India, the health of its steel industry is the principal arbiter of ship recycling prices. Meanwhile, Pakistan, in the throes of an economic depression, remains conspicuously distant from the unfolding scene. On the supply side of the equation, ship owners have largely fixated their attention on the vagaries of the freight markets, effectively stemming the flow of vessels into recycling yards. Venturing into the realm of underlying factors, it becomes apparent that rebar prices in India have been in a state of decline throughout July, registering a dip ranging between 2% to 5%. This downward trajectory can be attributed to a reduced level of construction activity induced by the monsoon season, coupled with the resultant accumulation of higher inventory levels. In a remarkable turn of events, India's Directorate General of Trade Remedies has opted to reject a proposal to impose a countervailing anti-subsidy duty on imported Chinese steel—an exceedingly rare course of action. This rejection further compounds the challenges faced by the domestic steel industry, casting a shadow over the prospects for steel derived from ship recycling. Moreover, the waning demand for steel has subsequently precipitated a marked decline in Bangladeshi steel production, reaching a nadir not seen in the past three years. The implementation of the BPM-6 framework for calculating foreign exchange reserves by the IMF has exacted a toll on Bangladesh's forex reserves, engendering a sense of fragility that looms over the economy. While the disbursement of the initial tranche of the bailout to Pakistan instils a flicker of hope for an economic resurgence, the current landscape provides scant indication of any imminent recovery. Furthermore, the Turkish Lira has been caught in a rapid downward spiral, despite the adoption of a conventional monetary policy by Turkey.

In light of this, the recycling industry in Turkey should brace itself for a period of dormancy that could extend over the next few months. All in all, the trajectory in the ship recycling industry suggests a continuation of the prevailing trend marked by declining prices in the short to medium term.



Newbuilding – Wet Summer...

Summer is in full swing and we are seeing a reduced volume of enquiry at the yards whom will also have their summer holidays coming soon. That said product tanker orders continue to emerge on MR and LR2 again with the focus in China on earlier available 2026 slots. Many note now the LR2 orderbook (combined with afra) is around 10% which, whilst not at alarming levels, deters some. However, the common theme remains that there is little relief in sight on modern 2nd hand values or an increase in tonnage for sale so we expect further orders to continue. It has been quite year so far with LR2 and MR being the key areas of focus at the yards and in China. Korean prices remain significantly higher on these types but there are more 2026 slots available in Korea than at the top yards in China. After the summer we may see some owners move on that basis for fleet renewal and the reinvestment of earnings.

Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
STAMATIS	203,266	2004	Universal Ariake (JPN)	Far Eastern buyer	low 18	SS due 6/24.
BULK INGENUITY	176,022	2011	Jinhai (CHN)	en bloc to Greek buyer	106.5	DD due 2/25. BWTS
BULK GENIUS	175,580	2012	Jinhai (CHN)			DD due 5/25
BULK ACHIEVEMENT	175,966	2011	Jinhai (CHN)			DD due 1/24
BULK INTEGRITY	175,966	2010	Jinhai (CHN)			DD due 3/24
BULK PEACE	175,858	2010	Jinhai (CHN)			SS/DD due 3/25. BWTS
JY ATLANTIC	81,096	2019	Chengxi (CHN)			Undisclosed
JOY	79,457	2011	Jinhai (CHN)	Lomar Shipping	15.5	DD due 2/24.
IKAN PULAS	63,520	2016	Shin Kasado (JPN)	Undisclosed	28.5	DD due 11/24. BWTS + Scrubber
MONA MANX	63,700	2017	Tsuneishi Zhoushan (CHN)	Undisclosed	reg 28	BWTS
ALIS	57,981	2013	Zhejiang (CHN)	Undisclosed	17.8	DD due 5/26. BWTS
GLORIOUS MAHUTA	37,775	2015	Imabari (JPN)	Undisclosed	20.5	DD due 7/23. BWTS.
TANKERS						
DONAT	149,995	2007	Split (CRT)	Undisclosed	40	
DONG-A TRITON	49,997	2015	Hyundai Mipo (KRS)	Undisclosed	on subs xs 38	Deepwell. SS due 1/25. BWTS. Scrubber.
MAGELLAN ENDEAVOUR	47,931	2006	Iwagi (JPN)	Chinese buyer	17.5	Pump-room. DD due 1/24. BWTS.
LEON POSEIDON	37,583	2011	Hyundai Mipo (KRS)	Undisclosed	25	DD due 4/24. BWTS
CONTAINERS / RO-RO / REEFER / PCC						



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JACKSON BAY	50,608	2007	Dalian No. 2 (CHN)	CMA CGM	xs 23	4250 TEU. Gearless. DD due 5/25. BWTS.
CIMBRIA + CARDONIA	39,400	2002+2003	Hyundai Mipo (KRS)	Undisclosed	42.5 en bloc	2824 TEU. Gearless. Inc TC to 2H'25.
A KOBE	24,470	2023	Jiangsu Yangzi Xinfu (CHN)	Undisclosed	28	1800 TEU. Gearless. Inc TC to 3-5/24 @ \$20k pd.
GENERAL CARGO / TWEEN / MULTI-PURPOSE						
GALAXY OCEAN	8,441	2009	Chongqing Dongfeng (CHN)	Undisclosed	low 4	Geared. Box hold. SS + BWTS due 6/24.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
TANKERS						
Alberta Shipmanagement	Suemax	158,600 dwt x 2	Nihon Shipyard (JPN)	2025		Scrubber. Signed early this year.
GAS (LNG / LPG / LAG / CO2)						
Celsius Shipping	LNG	180,000 cbm x 4+4	CMHI Jiangsu (CHN)	2026-2027	235	ME-GA propulsion. Air-lube. Enhanced reliquefaction.
CONTAINERS / RO-RO / REEFER / PCC						
Ray Car Carriers	PCC	7,700 CEU x 4	Hyundai Mipo (KRS)	2026-2027	129.5	LNG dual fuel. Against long TC.

Recycling Prices (US\$/LWT)

	Bangladesh	Pakistan	India	Turkey
Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG	600/640	550/575	530/550	350/360
Bulkers / Tween / General Cargo	580/610	530/550	520/530	330/340

Newbuild and Second Hand Benchmark Values (\$ million)

Historical Average Values (\$ million)

Vessel Type	New Building	5 Year Old Vessel (Built 2017)	10 Year Old Vessel (Built 2012)	10 Year Old Vessel~ (10 Years Average)	% Difference Present Vs Historical
Tankers					
VLCC	126	99	75	47.8	56.9%
Suezmax	85	72	57	34.0	67.6%
Aframax	69	64	52.5	26.3	99.6%
MR	46.5	41.5	33.5	19.0	76.3%
Bulkers					
Capesize	63^	48 (eco)	29.5	24.3	21.4%



Kamsarmax	35 [^]	31	21	16.4	28.0%
Ultramax / Supramax	33 [^]	29	19.5	14.4	35.4%
Handysize	30 [^]	25	17.5	11.8	48.3%
[^] = Chinese price (otherwise based upon Japanese / Korean country of build)				~ = Basis standard contemporaneous DWT/spec for each type.	

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CJC Market News



Campbell Johnston Clark (CJC) is a medium-sized international law firm advising on all aspects of the shipping sector, from ship finance to dry shipping and comprehensive casualty handling, and all that happens in between. Today, we have offices in London, Newcastle, Singapore and Miami.

BP Wins Tender to Develop Two German Offshore Windfarm Sites



BP has been awarded the rights to develop offshore windfarms on two North Sea sites after a German tender round. BP's bid was accepted in the round of tender for the two offshore sites, which are located 130 km and 150 km from the island of Helgoland and having water depths of about 40 metres.

The developments are BP's first offshore wind projects in continental Europe and Germany and will contribute significantly to the country's efforts to become carbon neutral by 2045. The two sites are expected to have a total potential generating capacity of 4GW once completed.

Both projects are expected to be completed by the end of 2030, subject to receipt of the necessary permits and approvals.

Anja-Isabel Dotzenrath, BP's executive vice president of gas and & low carbon energy, expressed the importance of the German market in the company's green energy plans. She said "These awards are a huge milestone for bp's decarbonization plans in Germany and are a strong reflection of our wider strategy. The renewable power we aim to produce will anchor the significant demand we expect for green electrons for our German operations, from a whole host of products and services including green hydrogen and biofuels production, electric mobility growth and refinery decarbonization".

The press release can be read [here](#).



Informal Partnership Between Cubo Maritime and PIER71



Brazil's Cubo Maritime & Port and Singapore-based PIER71 have formed an informal partnership aimed at promoting the parties' innovation competition to encourage the involvement of Brazilian and Singapore maritime tech start-ups to enter each country's market and assist them to connect with start-up partners.

PIER71 or Port Innovation Ecosystem Reimagined @ BLOCK71, via the yearly Smart Port Challenge competition, have been involved with over 100 start-ups from a variety of countries. As reported, they have also worked with many industry partners to grow more than 100 innovation opportunities since 2018. PIER71

is a collaboration between the Maritime and Port Authority of Singapore and NUS Enterprise. Enterprise Singapore, an agency under the Ministry of Trade & Industry of Singapore will also assist in the search for start-ups for such challenges and help start-ups with the introduction into the Brazilian market.

On the other hand, Cubo Maritime & Ports, which was created by Cubo Itau and sponsored by industry partners such as Wilson Sons, have and will continue to provide assistance through mentoring programmes, business networking and knowledge development events.

Wilson Sons Digital Transformation Director Eduardo Valenca stated that the industry is experiencing an unparalleled moment where new technologies will make port operations and shipping more efficient, safer and sustainable. He furthered that the industry needs to promote the development of start-ups with impactful solutions to the industry.

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